

TITLE OF INVENTION

Portable motorcycle cover

CROSS REFERENCES

Applicant claims the benefit of the earlier filed Provisional Patent Application
5 60/421,165 filed October 28, 2002.

FIELD OF THE INVENTION

The present invention pertains to portable coverings, and, more particularly, pertains to a portable covering for a motorcycle.

BACKGROUND OF THE INVENTION

10 Along with regular upkeep and maintenance, the protection of an automotive vehicle – or motorcycle – from the damaging and destructive effects of environmental exposure is critical in maintaining and extending the life of the vehicle. It is too well known that vehicles parked outside year round, and subjected to wind, rain, snow, sleet, hail, the gradually corrosive effects of rusting, and temperature variations ranging from sultry summer weather
15 to freezing, sub-zero winter weather, have a shorter life span than those vehicles that are parked indoors or are protectively covered by their owners. For owners of classic and antique vehicles there is an especial concern for protecting the vehicle at all times to maintain and preserve the engine parts and the exterior finish or surface. However, many vehicle owners lack garages to park and store their vehicles; thus, these owners must use other means
20 to protect their vehicles. One of the most common means of vehicle protection is by using a flexible, non-scratch covering, which is simply draped over the vehicle and held on to the vehicle by elastic portions or members at the corners of the covering. While this simple type of covering has some usefulness, it does not protect the lower panels and underside of the

vehicle from mud, snow, dirt, stones, and the gradual and destructive effects of moisture accumulating on the exposed panels and vehicle underside. Therefore, more elaborate coverings have been conceived, and the prior art discloses numerous types of protective containers and cases for covering tools, equipment and automotive vehicles that go beyond
5 the simple cloth or sheet-type of cover.

Representative of such prior art protective containers, cases and covers is the Crowfoot patent (U.S. patent 5,533,616) that discloses a case for a motor bike including a base to which pivotal housings are connected for pivoting in a vertical plane to cover the vehicles. Each of the housings has a vent hole and seals are interposed between the housings
10 for providing a watertight jointure of the housings.

The Zoffer patent (U.S. patent 5,921,389) discloses a protective cover for wheeled vehicles having a base platform for supporting the vehicle and a pair of flexible side panels that extend upwardly and outwardly from the base. A pair of roof panels are integrally adjoined to the side panels for enclosing the vehicle and the edges of the panels are
15 releasably attachable and detachable from each other.

Nonetheless, despite the ingenuity of the prior art, there remains a need for a protective cover that is easy to setup and use in a relatively brief amount of time, is lightweight and portable, and can be used both indoors and outdoors to protect the vehicle.

SUMMARY OF THE INVENTION

20 The present invention comprehends portable coverings for vehicles, equipment and the like, and more particularly comprehends a portable covering for motorcycles. The portable motorcycle covering includes a floor cover on which the motorcycles rests, and the floor cover includes a circumferential lip for preventing water from coming on to the floor

cover. A floor cover frame in the form of floor cover support members are disposed inboard of the lip in order to maintain the shape of the floor cover. Secured to one half of the floor cover is a flexible, foldable protective cover with the unattached portion of the protective cover defining an opening for receiving the motorcycle. The protective cover is supported by 5 a plurality of u-shaped crosspieces or support members. The crosspiece adjacent the opening can be manually pivoted 180 degrees between an open position and a closed position, and the manual pivotal movement of this leading crosspiece initiates the pivotal movement of all the other crosspieces thereby causing the protective cover to fold and unfold. Thus, the crosspieces pivot in sequence commencing with the leading crosspiece for moving the 10 protective cover between the closed and the open disposition. One crosspiece serves as the central crosspiece and defines the apex of the protective cover when the protective cover is deployed in the fully closed position for enclosing the motorcycle therein. On each side of the protective cover is a vent to minimize and prevent the accumulation or buildup of moisture and condensation within the protective cover.

15 It is an objective of the present invention to provide a portable motorcycle covering that can be easily and quickly deployed for covering a motorcycle, and is thus very practical for daily usage.

It is another objective of the present invention to provide a portable motorcycle covering that is able to cover and uncover a motorcycle in a brief amount of time and with 20 little effort or exertion.

It is yet another objective of the present invention to provide a portable motorcycle covering that can be used both indoors and outdoors to protect the motorcycle.

It is still yet another objective of the present invention to provide a portable motorcycle covering that doesn't contact any part of the motorcycle when in the deployed state, and thus the user doesn't have to wait for the engine or other parts of the motorcycle to cool off before deployment of the covering.

5 Another objective of the present invention is to provide a portable motorcycle covering that is manufactured from a non-scratch material so that the motorcycle surface and finish is not marred or scratched.

Still yet another objective of the present invention is to provide a portable motorcycle covering that includes ventilation areas for minimizing the accumulation of condensation and
10 moisture within the covering when the covering is deployed about the motorcycle.

A still further objective of the present invention is to provide a portable motorcycle covering that eliminates the need for storing the motorcycle in rental storage, thus saving the user rental fees.

15 A still yet further objective of the present invention is to provide a portable motorcycle covering that is affordably priced and includes a locking mechanism for providing additional protection.

These and other objects, features and advantages will become apparent to one skilled in the art upon a perusal of the following detailed description read in conjunction with the accompanying drawings.

20 **BRIEF DESCRIPTION OF THE DRAWINGS**

Figure 1 is a side elevational view of the portable motorcycle covering illustrating the covering in the fully closed disposition for enclosing a motorcycle therein;

Figure 2 is a top plan view of the portable motorcycle covering illustrating the arrangement of the floor cover frame;

Figure 3 is a side elevational view of the portable motorcycle covering illustrating the disposition of the crosspieces when the covering is in the fully closed disposition, and the
5 attachment of the crosspiece ends to the swivel pocket;

Figure 4 is a sectioned elevational view of the portable motorcycle covering illustrating an interior end of the protective cover and one of the support members comprising the floor cover frame;

Figure 5 is a sectioned elevational view of the portable motorcycle covering
10 illustrating the opening of the protective cover closed over the lip of the floor cover frame;

Figure 6 is a side elevational view of the portable motorcycle covering illustrating the ends of the u-shaped crosspieces received within the slots of the swivel pocket; and

Figure 7 is a side elevational view of the portable motorcycle covering illustrating the protective cover in the partially collapsed and open disposition.

15 **DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT**

Illustrated in figures 1 – 7 is a portable covering 10 for equipment, tools, furnishings and vehicles, and is especially used for year round protection of motorcycles 12. The portable covering 10 can be located both outdoors and indoors, such as in a garage, for enclosing and protecting the motorcycle 12 from damage caused by such natural elements as
20 rain, snow, tree sap, salt spray, etc. Thus, the invention can be considered a mobile and portable housing or garage for vehicles, and especially for motorcycles. The portable covering 10 is lightweight so that it can be easily moved to different locations as desired by the owner and can be easily and quickly set up for use.

As shown in figures 1 – 7, the portable motorcycle covering 10 is a one-piece unit that includes a flexible collapsible and extensible protective fabric cover 14 attached to a floor cover 16. The floor cover or base 16 includes a front portion 18 and a rear portion 20, with the rear portion 20 having a slightly greater width than the front portion 18 to allow the protective cover 14 to close down over the front portion 18 of the floor cover 16. The floor cover 16 is preferably composed of a water resistant, impervious nylon or polyester material and includes a floor cover frame in the form of floor cover support members 22 that can be tubular fiberglass, aluminum or plastic rods, and which are disposed about the inner periphery of the floor cover 16. The support members 22 are maintained in their position immediately inboard of the lip 24 by being slipped through support member pockets 25 that are spaced along the inner periphery of the floor cover 16 as shown in figure 4. The floor cover 16 also includes a circumferential lip 24 that upwardly projects at least 1 and $\frac{1}{2}$ inches from the floor cover 16, and the lip 24 prevents water from coming on or entering and pooling on the floor cover 16. The floor cover support members 22 are disposed immediately inboard of the lip 24 as shown in figures 2, 4 and 5. The floor cover 16 adjacent the rear portion 20 can be connected to the protective cover 14 by fastening members such as snaps, hooks, clips, buttons, Velcro or straps or a zipper; or the protective cover 14 can be integrally attached to the floor cover 16 adjacent the entire rear portion 20. The rear portion 20 of the floor cover 16 is joined to the protective cover 14 in a manner resembling the closed bottom of a bag.

As shown in figures 1, 3 and 7, the flexible compressible and extensible protective shroud or cover 14 is attached to the floor cover 16, and more specifically, the protective cover 14 is attached about the periphery of the rear portion 20 of the floor cover 16. The

protective cover 14 is capable of manual pivotal movement between a compressed, open disposition, as shown in figure 7, and a fully closed disposition, as shown in figure 1 and 3 wherein the protective cover 14 fully encompasses and protects the motorcycle 12 from the external environment. This range of motion or movement is approximately 180 degrees.

5 Preferably the protective cover 14 is manufactured or composed of a high quality, water, mildew and UV resistant, silver coated polyester fabric. The protective cover 14 includes an opening or mouth 26 that closes down upon and over the front portion 18 of the floor cover 16 as shown in figure 5.

As shown in figures 1, 3 and 7, the protective cover 14 includes side panels 28, and 10 located at the upper central portion of each side panel 28 is a side vent 30. Each side vent 30 includes a mesh-covered vent aperture 32 and a generally triangular-shaped vent covering 34. The side vents 30 provide for ventilation of the interior of the protective cover 14 when the protective cover 14 is fully closed down upon the floor cover 16, as shown in figure 1, in order to minimize and prevent moisture and condensation from forming and accumulating 15 within the otherwise sealed protective cover 14. In addition, as shown in figures 1 and 3, located on the inside of each side panel 28 of the protective cover 14, and more specifically, located at the lowermost interior central region of each side panel 28, is a fantail-shaped portion or swivel pocket 36. The swivel pockets 36 are positioned directly opposite of each other on the interior surface of the respective side panels 28, and each swivel pocket 36 20 further includes a plurality of upwardly opening individual receiving slots or pockets 38. The swivel pockets 36 serve as the pivot points for accommodating and regulating the movement of the protective cover 14 during the opening and closing of the protective cover 14.

As shown in figures 1, 3, 6, and 7, secured to the interior of the protective cover 14 in spaced relation to each other are a plurality of u-shaped support poles or crosspieces 40. Each crosspiece 40 is preferably of lightweight, durable plastic or aluminum and is composed of two or more pole segments for easy assembly, breakdown and transportation.

5 Furthermore, each crosspiece 40 includes, and terminates at, opposed crosspiece ends 42 whereupon each opposed end 42 of each crosspiece 40 is slidably received within a respective slot 38 on each swivel pocket 36. Thus, the swivel pockets 36 interconnect and tie together the crosspieces 40 so that the crosspieces 40 pivot in a sequential and ordered manner during the opening and closing of the protective cover 14. The crosspieces 40

10 provide for and create the support frame for the protective cover 14 so that the protective cover 14 is able to span and encompass the motorcycle 12 but avoid contact with the motorcycle 12 when deployed over the motorcycle 12. The crosspiece 40 adjacent the mouth or opening 26 of the protective cover 14 may be referred to as the leading crosspiece, and this crosspiece 40 is manually gripped and pivoted by the user for initiating the sequential pivotal

15 movement of all the other crosspieces 40 to open and close the protective cover 14. The crosspieces 40 and the floor cover support members 22 can be secured to the interior surface of the protective cover 14 by various types of fastening members 44 such as, for example, snaps, hooks, clips, ties, Velcro r straps, zipper, etc. The fastening means or members should allow for the easy removal of the crosspieces 40 for disassembly, transport and assembly of

20 the portable motorcycle covering 10. In addition, the crosspieces 40 and the support members 22 are composed of the interconnected pole segments, and the pole segments are held in their extensible position by bushings 46; and this further contributes to the easy assembly, disassembly, and transportation of the portable covering 10.

Thus, when the protective cover 14 is in the open position, as shown in figure 7, the crosspieces 40 are lying to one side of the swivel pockets 36 adjacent the rear portion 20 of the floor cover 16 and are essentially stacked upon each other as the protective cover 14 is in the collapsed and open disposition. The motorcycle 12 can then be parked on the floor cover

5 16. The user would then grip the leading crosspiece 40 adjacent the opening 26 of the protective cover 14 and rotate that crosspiece 40 on the swivel pockets 36 (that define the pivot points for the crosspieces 40) approximately 180 degrees. As the other crosspieces 40 are interconnected at the swivel pockets 36 and secured to the protective cover 14, this action by the user causes the other crosspieces 40 to follow in automatic and sequential pivotal

10 movement and the concomitant folding of the protective cover 14 over the motorcycle 12. When the opening 26 of the protective cover 14 is positioned adjacent the rear portion 20 of the floor cover 16, as shown in figures 3 and 5, the crosspieces 40 will be spaced from each other between 0 and 90 degrees thereby creating the support frame for the protective cover 14; and for allowing the protective cover 14 to fully span the motorcycle 12 without

15 contacting the motorcycle 12. It should be noted that it is only the leading crosspiece 40 gripped by the user that pivots approximately 180 degrees for closing and opening the protective cover 14. In order to open the protective cover 14 to remove the motorcycle 12, the user would grip the leading crosspiece 40 positioned adjacent, over and outboard of the floor cover 16 at the front portion 18 thereof, as shown in figures 3 and 5, and rotate that

20 crosspiece 40 approximately 180 degrees backward to the rear portion 20 of the floor cover

16. The other crosspieces 40 will follow and pivot rearward thereby causing the protective cover 14 to fold and collapse upon itself in accordion-like manner, as shown in figure 7, and uncover the motorcycle 12. It should also be noted that when using the portable covering 10

outdoors, additional stability can be added by using tethers, ropes and stakes to anchor and secure the protective cover 14 and the floor cover 16 to the ground. These tethers, ropes and stakes can be similar to, or the same as, those used to stake a camping tent to the ground.

While the invention has been described with respect to a specific embodiment, it
5 should be understood that numerous alterations, modifications, and variations may be made
by one skilled in the art without departing from the scope of the invention as set forth in the
following appended claims.

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CLAIMS

I Claim:

1. A portable motorcycle covering, comprising:
20 an elongated floor cover on which the motorcycle can be parked, and the floor cover having a circumferential lip;